THE RAILROADS.

Charter of the Fort Worth and Trinity Valley Filed.

MILLIONS CAPITAL.

Jensational Reports About the Taking of Official Heads on the Fort Worth and Denver All Bosh-General News Notes.

It is just as impossible to prevent some people talking as it is to prevent the wind blowing, unless the talking machine has his wind shut off, and whenever a few men in railroad positions resign or are removed then those tongues, that are heavy in the middle and greased at both ends, begin to wag, telling all that is known and a great deal that is not known. This has been fully demonstrated in Fort Worth and Denver matters, and all kinds of foolish rumors are flying hither and thither, but some of them are so absurd to men posted in mairoad

matters that they are not given and thought. For instance, it has been all in Fort Worth—not among railron and that certain officials of the Fort Worth and Denver were to be fired, lock stock and barrel, at once. These reports found their way into the Dallas News, and some weight way into the Dallas News, and some weight imight be given them by persons who carelessly read a newspaper, but a railroad man who knows anything at all will readily understand that presidents of railroads, and other officers thereof who are elected by the board of directors, are as a general thing not fired out save by the power that put them in position. This being the case it is not likely that President Jones, Auditor and Secretary Ross and others marked by

mot likely that President Jones, Auditor and Scarciary Ross and others marked by the News for speedy decapitation will feel the sharp edge of the axe until the board of directors meet next year, and there is nothing now that could possibly create the belief that such will be the case then.

All of these stories of wholesale discharges, resignations, etc., can be traced to no reliable source, and to repeat them and to give them color by publishing them is simply pandering to a taste for sensation. President Jones, if he keeps his health, will preside over the meeting of directors of the road next year, and Secretary Ross will make his report to that body. This talk of these gentlemen being bounced is talk of these gentlemen being bounced bosh, and it is doing them injustice to give

credence to such reports.

President Morgan Jones was seen by GAZETTE reporter last evening and asked about the flying rumors referred to, at which the gentleman smiled and remarked that they were not worthy of a moment's

I pay no attention to them whatever,' "and they are not worthy of a

The Texas Pacific Elevator.

Capt. John A. Grant, general manager of capt, sonn A. Grant, general manager of the Texas and Pacific railway, has been in New Orleans for the past ten days locating a suitable site for an elevator. He has se-lected West Wero as the most suitable place, being immediately opposite New Orleans. Bids have been received and the contract will be let within the next two weeks. The elevator will be of the latest design; capacity 500,000 bushels; two tracks running through house, and arranged to load and unload vessels without moving them; lighted by electric lights. The cost will be something like \$250,900 and it will be ned and operated by the Texas and Pacific railway.

THE T. & P. WELL.

The Second Flow Struck at a Depth of 950 Feet.

Night before last, about 12 o'clock the drill in the Texas and Pacific artesian well struck the second flow of water which immediately rose to the mouth of the hole and gushed out at the rate of 250 gallons per minute. This is water sufficient for the purposes of the road here, but the well will be sunk to the last and biggest flow which will be reached in a day or so. Mr. which will be reached in a day or so. Mr. W. S. Marshall, the contractor in charge of this work, has made marvelous progress with the well, and is as proud over it as he

Tail Lights.

The Texas and Pacific is moving on an average of 1500 loaded cars per day. Master Car Builder W. D. Martin of the Texas and Pacific has gone on a visit to Illi-

Col. J. P. Moore, general livestock agent of the Texas and Pacific, spent Tuesday in Capt. John A. Grant, now in New Or-

leans, is expected in Dallas Wednesday of Hon. R. S. Lovett, general attorney for

Texas and Pacific, has gone to New Or leans on legal business. The Texas and Pacific has hauled 354,560 bales of cotton this season, being an in-crease of 76,535 bales as compared with last

The Texas and Pacific has just received 1000 tons sixty-three pound steel rails from Carnegie's steel works. This rail will be put on track between Texarkana and Long-

E. H. Hinton, general freight agent, and Mr. S. Stamford Parry, general European agent, both of the Texas and Pacific, are expected to return to Dallas from the City of Mexico Saturday the 29th.

Work has commenced on the Texas and Pacific terminal facilities at El Paso. The management has let contract for the erection of round-house, depot building and offices for general foreman and yardmaster. The buildings for terminal facilities will cost about \$75,000. Work will be completed about December 15.

The new Texas and Pacific general office. dias, will be completed about December The building will be furnished with the latest inproved elevators, lighted by electricity, heated by steam, and an arte-sian well will furnish the building with water. The building has every convenience, costing \$85,000.

The Texas and Pacific railway have commenced to receive shipments of their 300 thirty-ton coal cars from S. Charles' car The Engineering Journal of New York in October made special mention of these cars, showing plans and publishing specifications, giving credit to Mr. W. D. Menton, master car builder of the Texas and Pacific railway, as getting up the best plans and specifications for coal cars in the United States. United States.

Richmond Terminal Affairs. Special to the Gazette.

New York, Nov. 25.—The Herald says: Indications point to the rapid approach of a crists in Richmond Terminal affairs. Alhough the wook for the annual meeting i

BACCILLI IN BLOOD.

ins at Berlin, leave last Congr de way to CLEAR OF MICROBI is no doubt THE SY through the found that of the skin. It has been nedy which kills the Microbi will destroy the life of the patient; but Microbi ca also been found that the forced out through the of poison. S.S.S. skin, and i

HAVING UFFERED much from Contagious I god Poiss, after using half a dozen bottles of SS. I was RESTOR-ED TO PERFECT SS. HEALTH, and all eruptive sores disappeared. You are at liberty to make any use of any statement. that you wish .- J. CROSBY BYRON, 208 Third Avenue, Pittsburg, Pa.

Treatise on Blood and Skin diseases mailed free, BWIFT SPECIFIC CO.,

December has been closed, it looks as if there might be a decidedly animated struggle for control of the property. East Tennessee and Central Georgia people, while ostensibly in harmony with the Inman faction, are by many suspected of hostitity, and the very general impression prevails that the opposition of the "outs" is rapidly crystalizing into a vigorously practical form. The interests involved in Richmond Terminal system all had a lively time of it yesterday. It was made very evident early in the day, in and around Wall street, that there was an unusual stir among the officials of the Terminal company. Caucuses convened at a half dozen points, where plans of campaign were arranged for use at the general meeting of the directors, which took place in the afternoon, which took place in the afternoon, and was attended by Sidney Dillon, George J. Gould. John G. Moore. Samuel Thomas, John H. Inman and a complete directorate. All interests were represented and it is safe to say that the affairs of the mysteriously complicated sys-tem were sharply discussed. What actually did occur behind the tightly closed and guarded doors of John H. Inman's office, where the conference was held, remains as yet a secret. All that could be learned from the reticent participants was that the conference, an informal one, by the way, had resulted in no definite action of any kind whatever, and that it would be continued to-day. It is believed, however, that the annual report was read and approved at yesterday's meeting. Although the Richmond Terminal concern is undoubtedly mond Terminal concern is undoubtedly in a bad way, there will, nevertheless, be rich pickings upon its bones for whoever controls its vast system. This, perhaps not altogether unpleasant, duty will devolve on the board of directors to be elected next

COMING WEST.

Jay Gould Preparing for a Tour Over His Roads.

Special to the Gazette.

mouth.

New York, Nov. 25 .- Jay Gould is going west. His private car has been ordered into commission. It is thought he will leave to-morrow night and will make a trip icave to-morrow night and will make a trip over some of his roads. Gould, who was at Russell Sage's office this morning, said he is feeling well and is daily growing in strength. He said further: "I am out of Wall street and am not interested directly or indirectly in the mar-ket quotations. I notice a gradual improve-ment in Southwestern and Western affairs. If the inactivity in Texas securi-ties, the Wabashes and Missouri Pacific is accented as indirection that matters in the accepted as indication that matters in the Southwest are indifferent, conclusions are faulty. I look for a marked amelioration for 1892, if everything shows the same tendency to improve that it now evinces."

When asked whether the improvement in Missouri Pacific affairs had been sufficiently

pronounced to warrant a return to the dividend basis, he replied: "This is a question that must be decided by the

Resignation Accepted.

Special to the Gazette. DENVER, Col., Nov. 25.—General Super-intendent Dickinson of the Union Pacific to-day accepted the resignation of Super-intendent F. E. Bissell of the Fort Worth division of the road. This resignation was made necessary by the resignation of Gen-eral Superintendent Duncan some days ago. The jurisdiction of P. Tauby was extended over the New Mexico division, thus morg-ing the Colorado and Mexican division under one management. Several other minor changes were made

Henrietta's New Road to Be Completed. Special to the Garette.

Henrietta. Clay County, Tex., Nov. 25.—The contract to complete and equip the Red River and Southeastern railroad from Henrietta to Archer City, a distance of thirty miles, has been closed with the Union Trust company of New York. The Union Trust company of New York. The road is to be completed and cars to be running by March I, 1892. There are some faint indiscations of a "boom.". If a regular old-fashioned boom, such as Seymour and Vernon once enjoyed, should strike this quiet town, The Gazette shall hear of it. Think of it! A new railroad, making three in all and the prospect of a big Baptist coliege, enough to encourage real estate men.

Dallas Notes Special to the Gazette.

Dallas, Tex., Nov. 25 -A. J. Whitehead, the Southwestern passenger rustler for the Big 4 system, has just returned from a trip through Arkansas and the adjoining states. Jake Wadleigh, commercial agent for the Cotton Belt, is spending the day in Green

Traveling Passenger Agent Fegan of the El Paso route has gone on a trip to Southern Texas.
Maj. J. C. Lewis of the Iron Mountain

route has gone to his home in Austin to spend Tranksgiving.

J. F. Coleman, assistant engineer of the
Texas and Pacific, is over from Marshall. A. T. Canfield, feel accountant of the El Paso route, has left for a trip to Southern

Texas to be gone several days. The Texas and Pacific railroad will sell round-trip tickets at 4 cents a mile to Long-view Junction on December 2 and 3, good returning December 10, so as to give those wishing to attend the annual conference of the Methodist Episcopal church at Houston

the advantage of a low rate.

Col. L. S. Thorne, accompanied by Col.
B. W. McCullough, Joe Swope, C. D. Lusk
and others has left for a hunting trip in
Western Texas. The party occupied a
Texas and Pacific special car.

A little "general manager" put in his
appearance on yesterday at the home of
Capt. John A. Grant at New Orleans. The
little fellow says he has come to stay.

Col. W. H. Hibbard, general freight agent
of the Vandalia line, will pass through the advantage of a low rate.

of the Vandalia line, will pass through Fort Worth with special car and a party of friends on their way to the City of Mexico

next Friday evening.

To-morrow all of the general offices of the Texas and Pacific railway will be closed so that the employes may have ample time

Nebraska Railroad Suit.

to eat Thanksgiving turkey.

OMAHA, NEB., Nov. 25.—James P. Nagus of Denver, a stockholder in the Nebraska and Northwestern railroad, known as the Pacific Short Line, has begun a suit in in-tervention to set aside the sale ordered by the United States court. Nagus alleges a fraudulent issue of bonds on which the foreclosure was based.

The Fort Worth and Trinity Valley.

Special to the Gazette.

Austis, Tex., Nov. 25,—The Fort Worth and Trinity Valley railway company filed its charter this morning. The road runs from Fort Worth to the north line of the state in Clay county, about 130 miles; capital stock \$3,000,000; principal office Fort Worth; incorporators, Martin Casey, Charles K. Swasey, C. L. Frost, M. R. Kiley, Charles J. Larimer,—all of Fort, Worth—and James Craig, C. R. Berry, J. R. Owens, S. S. Brown, of St. Joseph, Mo. The Colf West Texas and Pacific filed a Special to the Gazette.

World—and same congress of St. Joseph. Mo. R. Owens, S. S. Brown, of St. Joseph. Mo. The Gulf, West Texas and Pacific filed a resolution to issue \$10,000,000 morigage bonds payable in 1741.

A Paper in Trouble.

Denote, Minn. Nov. 25.—Sheriff Sharpy of this city took possession of the Duiuth Daily Tribune yesterday afternoon. J. J. Hill has held a mortgage of \$35,000 on the paper a long time, and for several months gave it substantial backing but the paper has been gradually getting into deeper water until Mr. Hill, to protect his inter-ests, has foreclosed the mortgage, which an to the Eastern Minnesota railway comany, by which an assignment was made to J. H. Cleveland, a St. Paul attorney. This simply means that Hill owns the entire paper, and F. J. Chapman will continue to be manager. To-day the \$3500 libel suit of Contractors Zimmerman & Moore is to be tried, hence the change in management at this time is newtially explained. at this time is partially explained.

Texans Abroad.

Special to the Gazette. New York, Nov. 25.—Fort Worth, C. E. Powell, Murray Hill; Galveston, P. Reymes offer, Belvedere.

RUSH HAS BEEN THE GREAT

RANDALL-CHAMBERS CO.'S STOCK

THESE GOODS ARE GOING RAPIDLY HARBOR ... OPENING

We own the only genuine bankrupt stock in Fort Worth that was bought at a price to defy competition. Our buyer is now in the market picking up bargains from manufacturers and jobbers for our three stores-Fort Worth, Weatherford and Abilene. Be sure and look at our stock before buying elsewhere.

BUTTS BROTHERS & DARLING

AT RANDALL-CHAMBERS OLD STAND

A. M. E. CONFERENCE.

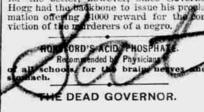
The Central Texas Conference in Sessio at Austin, Bishop Grant Presiding.

Special to the Gazette. AUSTIN, TEX., Nov. 25.—The Central Texas conference of the African Methodist Texas conference of the African Methodist church met here to-day, Bishop Grant presiding and Rev. C. O. Mitcheil acting as secretary. The colored conference is modeled after that of the white Methodists, even to the practice of moving preachers periodically to different charges.

The agent of the American bible society, Rev. W. B. Rankin, was present distributing circulars among the members.

The preachers when called on made reports of their stewardships, many of them

ports of their stewardships, many of them being of a rather discouraging nature as to finances. Some few showed a healthy condition, but the number was small. What is called "dollar money," or dellar contribu-tions from individuals, was shown to fall considerably behind. The brethren in many in stances were very remiss in supporting their pastors, one of whom got only \$52, and another \$55 a year. Several claimed to get less than \$100, and were forced to scratch for a living in any way they could be found. Bishop Grant, in his annual address to the colored Methodist conference, stated that there was a man organizing the negroes in bodies to leave Texas on account of the separate coach law for fear things may be worse for the colored people. He hoped for the better, however, since Governor Hoge had the redictions in issue his prople.



All Honor Being Paid to the Memory of Governor Hovey.

Indianapolis, Ind., Nov. 25.—The remains of Governor Hovey were removed from the rotunda of the capitol at 10 e'clock this morning, and started on their journey to Mount Vernon. They were followed to the depot by a large concourse of people. Minute gans were fired by a detachment of light artillery, and the bells of the city tolled during the march to the station. The way was led by cith, Grand Army posts. way was led by eight Grand Army posts, followed by the hearse with a plateon of police on either side, by Governor Chase and other state officers. The train left the city at 19:30 o'clock. Members of the family, state officers and judges of the courts occupied President McKeen's private car. which was tendered for their use, while detachments of the eight Grand Army posts and various militia companies of the state, and numerous citizens occupied the remain ing cars. The train will stop at Terre Haute, Vincennes and Evansville, where citizens will be given an opportunity to view the remains



Galveston, Tex., Nov. 25 .- Two suits were filed to-day for heavy damages against the Galveston cotton and woolen mill com-pany by two employes. Dennis Ahearn, aged eighteen, alleges in his petition that while engaged in cleaning the flies off the carding machine while it was in motion, he got his arm entangled in the machinery sev ering several of his fingers and injuring his arm so as to render it useless. This he claims was due to the criminal carelessness of the company and asks the court to allow him \$7500 for the injury he has sustained. Charles Peterson, another employe, wants the court to allow him damages against the same company in the sum of \$10,000 for get ting his arm caught in the cotton bat-mak ing machine and permanently disabling it.

The Burlington Route.

Most people know what The Burlington Route is—some people, perhaps, do not know that it is the Model Railroad of the West. The Burlington Route is the name of a first-class railroad from Chicago, Per ria and St. Louis to and between the prin-cipal cities and towns of Illinois, Iowa, Missouri, Wisconsin, Minnesota, Nebraska and Colorado. The 7000 miles of this great road pass into and through the best farm-ing regions of these great states, reach

Deadwood, So. Dakota, and the new mining country of the Black Hills. Along the lines of the Burlington Route are the best oppor-tunities in the West, Northwest and South west, for the farmer, the merchant, the merchant, the merchant, mgton Route runs through pas

senger trains every day in the year between St. Louis, Chicago and Peoria, Kansas City, Atchison, St. Joseph, Council Biuffs, Omaha, Lincoln, Denver, St. Paul and Min-neapolis, making connections at these points with all Eastern and Western roads, and giving the traveling mubils uncounsed. and giving the traveling public unequaled For speed, safety, comfort, character of quipment and track, and efficient service

for passengers and freight, it is unexcelled.

Send ten cents in postage stamps to the General Passenger Agent and get a handsome wall map of the United States and a descriptive folder of the train service.

For further information, tickets, rates, mans, etc. call on your nearest railroad. maps, etc., call on your nearest railroad agent, or address
W. C. Brown,
G. P. & T. A. A. C. DAWES, G. P. & T. A., St. Louis, Mo. St. Joseph, Mo

Yesterday's Local Weather.

U. S. Signal Service-J. P. Nicks, Observer.

TO ALL POINTS

North and Ea PULLMAN SLEEPERS

Between points in Texas and CHICAGO, ST. LOUIS & KANSAS CITY

FREE RECLINING CHAIR CARS BETWEEN

Taylor and Konsas City and Hannibal. Close connections in all of the above cities with fast trains of Eastern and Northern lines make the M., K. and T. R'y the best line to

New York, Boston, Montreal & St. Paul

J. E. SMITH, Ticket Agent, corner Fourth and Houston streets, Fort Worth. C. D. LUSK, Ticket Agent, Union Depot, Fort Worth. Hr.P. HUGHES, Assistant General Passenger Agent, Dallas, Tex. W. D. LAWSON, Travelling Passenger Agent, Fort Worth, Tex. J. WALDO, Vice-President, Parsons, Kas. GASTON MESLIER, General Passenger and Ticket Agent, Parsons, Kas.

CHAPTER OF FATALITIES.

Death of the Barnett Family-In a Period of Ten Weeks Eight People Die.

Special to the Gazette. CHADRON, NEB., Nov. 25.—The death of Standard and Minneapolis. Charles Barnett, a farmer aged forty years living four miles south of here, is the end of a chapter of fatalities which is out of the usual run. Ten weeks ago the Barnett family numbered eight people. They were Charles and his wife and five children and

Charles and his wife and five children and Miss Martha Barnett, his sister. One after the other of these have all died, and to-day not a soul remains of the family. The youngest, a child, was the first to be taken. Diptheria of malignant form attacked the babe and it died within two days, followed by the next child with the same disease, one day later. The other children were attacked, but all recovered with the exception of the oldest, who was slow in convalescing. He took who was slow in convalescing. He took cold just when it was thought that he was getting well, and died. The next day one of the remaining children fell from the loft of the barn and when found its neck was broken. On returning from the funeral of broken. On returning from the funeral of this child the team ran away and threw Mrs. Barnett and her sister-in-law from the wagon, killing the latter instantly and in-flicting such injuries on the former that she

died three days later.

Two weeks ago the remaining child was trying to light a fire in the cook stove, when her clothing caught fire, and before assistance could be rendered she was so badly burned that she died from the injuries received. A week ago Barnett was working in his stable when he received a kick from one of his horses, from the effects of which he died the next day. This death completed the round of fatalities and wiped a family out of avistance, for they had no family out of existence, for they had no relatives that are known. The farm will revert to the state, unless it can be shown that there were other members of family.

Holiday Excursions to the Southeast December 21, 22 and 23, 1891, via the Cotton Belt route, the only through car excursion line. One fare for the round trip to St. Louis, Memphis, Cincinnati, Louisvi arolina. til thirty days from date of North and

through coaches to the principal cities in the Southeast. For rate, maps and further information address the nearest agent of the Cotton Belt route, or W. H. WINFIELD,

General Passenger Agent, Tyler, Tex. R. M. CARTER, Trav. Pass. Agt., Fort Worth, Tex. Stephenville Court Notes. cial to the Gazette.

STEPHENVILLE, ERATH COUNTY, TEX., Nov. 25.—Our district court closed last Saturday with the following criminal trials: Steve and John Turner, assault with intent to murder, acquitted: Bob Honna, theft of to murder, acquitted; Bob Honna, theft of cattle, three years in the penitentiary; J. N. McKenzie, burglary, two years in the penitentiary; J. P. Williams, swindling, three and a half years in the penitentiary; Frank Lewis, colored, assault with intent to murder, three years in the penitentiary; Tom Thoreton, burglary, two years in the to murder, three years in the pentientary; Tom Thornton, burglary, two years in the penitentiary; Jack Kimmeli theft of horse, five years in the penitentiary; Joe Garda, murder, mistrial, hung jury; J. T. Landerdaie, accomplice to arson, five years in the penitentiary. The cases of Bob Honna and J. T. Lauderdale were appealed.

Christmas Holiday Excursion Tickets At one fare round trip, will be on sale via Iron Mountain railway, December 21, 22 and 23. This will be the only route that will have through cars, with from Texas points to all with via Little Rechautemphis,

rom Texas points to all via Little Rest camphis, Nashville, via Little Rest camphis, Nashville, Louis camphis and all intermediate points. The only fast train that leaves Texas runs via the Iron Mountain route, putting passengers into St. Louis twelve hours quicker time than via any other route, where consection is made in union depot with all eastbound trains.

J. C. Lewis,

Texas Passenger Agent, Austin, Tex



THE ONLY LINE

THROUGH COACHES AND PULLMAN BUFFET SLEEP -BETWEEN-

AND MEMPHIS.

Leaving passengers in depots of connecting lines without a long and uncomfortable omnibus transfer across that city.

Leaving Fort Worth 8:20 a. m Arrives Texarkana 6:50 p. m Connecting with Through Trains to all points East and Southeast. Cheap excursion tickets on sale to St. Louis, Cincinnati, Louisville, Chicago and all prominent Summer Resorts.

Ail Further information cheerfully furnished on application to

on application to G. W. BARNHART, General Agent, 401 Main street. | ort Worth. W. H. WINFIELD, General Passenger Agent



HANNIBAL

KANSAS CITY, ST. JOSEPH

Denver, S

Through Sleepers From Galveston to Chicago, via M., K. and T. Railway and C., B. and Q. Railway.

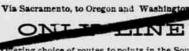
THE BEST LINE For Nebraska, Colorado, Deadwood, the Black Hills, and All Points

North, East and West. A. C. DAWES, Gen'l Pass. Agt., St. Louis, Mo.

Texas & Pacific Railway EL PASO ROUTE.

THE DIRECT LINE To Shreveport and New Orleans, to Texarkana Memphis, St. Louis, the North and East, and to all points in Texas. Old and New Mexico, Ari-

na. Colorado and California. THE FAVORITE LINE



Offering choice of routes to points in the South east via Texarkana, Shreveport and New Or-leans.

TAKE THE #ST. LOUIS LIMITED" Between Fort Worth and St. Louis. The fastest time between Texas and the North and East. abouble daily line of Pullman Palace Sleeping Cars through to St. Louis via the

IRON MOUNTAIN ROUTE.

Through sleeping cars between New Orleans and Denver, and St. Louis and El Paso.
For rates, tickets, and all information apply o or address any of the ticket agents, or JAKE F. ZURN, City Ticket Agent, Fort Worth, Tex.
B. W. McCULLOUGH, General Passenger and Ticket Agent. Ticket Agent.

JNO. A. GRANT, Third Vice-President, Dallas,
Texas.

Gulf, Colorado and Santa Fe Railway. THE POPULAR DIRECT ROUTE

Fort Worth and all points in Texas, Kansa City, St. Louis, Chicago, Kansas, Colo-rado, California and all points in the North East and an points in North East and West.

Elegant Pullman Palace Buffet DrawingRoom Sleeping Cars are run through every day in the year to Kansas City, Chicago and St. Louis, connecting at these points with fast limited trains for the East.

THROUGH TICKETS TO ALL POINTS IN THE

United States, Canada and Mexico. For any desired information, Tickets, Folders, Mars, etc., call on or address M. D. HERTY, C. P. & T. A., 316 Houston street. Fort Worth.
C. D. LUSK, Ticket Agent, Union Depot.
W. A. Tuley, T. P. A., Dallas, Texas.
H. G. THOMPSON, G. P. & T. A., Galveston.
Texas.

Texas Passenger Agent, Austin, Tex. and be convinced

VELASCO

Come and Yourself Sound the Water on the Bar

"Laugh and the world laughs with you." Come and laugh with us over our great fortune.

The work on the different great undertakings which the Velasco syndicates are so vigorously prosecuting has advanced so far and fast that they can now set the time of the much-looked-for and greatly desired

December 16 & 17, 1891

Low rates on all railroads in the state will be made to

Velasco at this time.

VELASCO

A grand demonstration, celebrating the accomplishment of deep water, will occur on the 14th, the day before the sale. At that time an opportunity will be given to all visitors to see for themselves in a practical way that deep water exists in fact on the bar at the mouth of the Brazos

Such a time for rejoicing has never occurred in the great Southwest. The people of the whole country are invited

to come and celebrate with us. All the trans-Mississippi railroads are arranging to make Velasco one of the winter tourist points. Tickets at any time and from any point to Velasco, good till June 1, 1892,

can be bought for One and One-Third regular fare. All railroads are also arranging to put on tickets good for thirty days to the Velasco Harbor Opening, December

••• ONE FARE •••

From points in the state of Texas ask your ticket agent for a

Houston is only 60 miles from Velasco, and trains will be run through to this point.

FOR INFORMATION

DECEMBER 15.

ADDRESS